

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"2,363 tons.....Captain H. D. Jones.
 "POWAN,"2,338 "....." R. D. Thomas.
 "FATSHAN,"2,260 "....." W. A. Valentine.
 "HANKOW,"3,073 "....." C. V. Ford.
 "KINSHAN,"1,995 "....." J. J. Lossius.

Departures from Hongkong to Canton daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from Canton to Hongkong daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"1,998 tons.....Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days at 2.00 P.M.
 Departures on Sundays at 12.30 P.M.
 Departures from Macao to Hongkong daily at 8.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"219 tons.....Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"583 tons.....Captain J. Willox.
 "NANNING,"569 "....." C. Butcher.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.
 Canton to Tak Hing.....Single \$12.50. Return \$21.00.
 Canton to Samshui.....Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LIN FAN,"Capt. B. Branch. S.S. "SANUI,"Capt. H. Black.
 Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shiu-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.

FARES:—Hongkong to Wuchow Single \$17.50, Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING,"Capt. R. Birss. S.S. "HONGKONG,"Capt. Maxfield.
 Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).

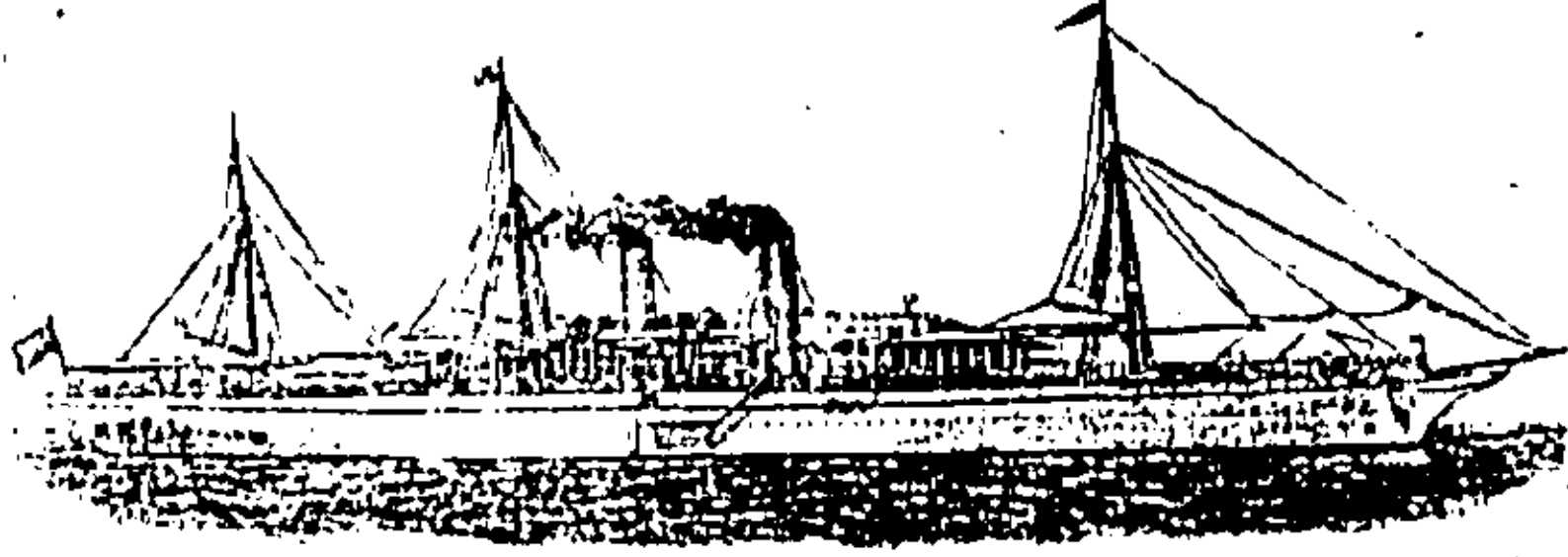
FARES:—Hongkong to Kong Moon.....Single \$6.00
 Hongkong to Kumchuk.....Single \$7.00

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 5th January, 1905.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, U.O.)

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF CHINA,"6,000 Tons..... WEDNESDAY, 29th March.
 "EMPERESS OF INDIA,"6,000 "..... WEDNESDAY, 19th April.
 "TARTAR,"4,425 "..... WEDNESDAY, 26th April.
 "EMPERESS OF JAPAN,"6,000 "..... WEDNESDAY, 10th May.
 "ATHENIAN,"2,440 "..... WEDNESDAY, 24th May.
 "EMPERESS OF CHINA,"6,000 "..... WEDNESDAY, 31st May.

Hongkong to London, 1st Class.....\$140. Via St. Lawrence \$60. Via New York \$62.

Hongkong to London, Intermediate on

Steamers, and 1st Class Rail.....\$40. \$42.

The magnificent Twin-screw "EMPERESS" Steamships pass through the famous

INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN-

COUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND

TRANSITS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Inter-

mediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese

and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage,

apply to

D. W. CRADDOCK, Acting General Agent,

9, Pedder's Street.

Hongkong, 15th March, 1905.

HAMBURG-AMERIKA LINIE.

OBTASTATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

RHEANIA * MARSEILLES, HAVRE & HAMBURG. 20th March. Freight and
 Belorus (Calling at S'PORE, PENANG & COLOMBO). A.M. Passengers.
 SUEVIA HAVRE & HAMBURG. 4th April. Freight
 Knaisel (Calling at S'PORE, PENANG & COLOMBO). 18th April. Freight
 SILESIA * HAVRE & HAMBURG. 2nd May. Freight and
 Balte (Calling at S'PORE, PENANG & COLOMBO). 16th May. Passengers.
 SLAVONIA HAVRE & HAMBURG. 2nd May. Freight and
 Schoenfeldt (Calling at S'PORE, PENANG & COLOMBO). 16th May. Passengers.
 SEGOVIA * HAVRE & HAMBURG. 16th May. Freight.
 Schoenfeldt (Calling at S'PORE, PENANG & COLOMBO).

FOR ODESSA & SINGAPORE.

ANDALUSIA, Captain Filler, to sail from Singapore about 10th March, Freight.

FOR NEW YORK VIA PORTS OF Call, with liberty to call at the Malabar coast.

NUBIA, Captain Habel, about 25th May, Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of these

steamers, Saloons and cabins amply. Lighted throughout by Electricity.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE,
No. 1, Over's Buildings.

Hongkong, 14th March, 1905.

D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' ex-

perience in TATTOOING is a guarantee of good work and prompt execution. My

Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained

by any other, as their composition is only known to me. H. R. H. The Duke of York, and

H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others

of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommenda-

tions which I have received from all sources.

Hongkong, 16th November, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA.

ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

Also

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,

AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers

and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.

PRINZ REGENT LUITPOLD WEDNESDAY, 29th March.
 PRINZ HEINRICH WEDNESDAY, 12th April.
 PRINZ EITEL FRIEDRICH WEDNESDAY, 26th April.
 PREUSSEN WEDNESDAY, 10th May.
 ROON WEDNESDAY, 24th May.
 BAYERN WEDNESDAY, 7th June.
 ZIETEN WEDNESDAY, 21st June.
 GNEISENAU WEDNESDAY, 5th July.
 SACHSEN WEDNESDAY, 19th July.
 SCHARNHORST WEDNESDAY, 2nd August.
 PRINZ HEINRICH WEDNESDAY, 16th August.
 PRINZ EITEL FRIEDRICH WEDNESDAY, 30th August.

ON WEDNESDAY, the 29th day of March, 1905, at Noon, the Steamship "PRINZ REGENT LUITPOLD" of the NORDDEUTSCHER LLOYD, Captain H. Kirchner, with MAILED, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 27th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 28th instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 28th instant.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTS-HOEHE, MATUPI, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS. SAILING DATES.

WILLEHAD 4,761 tons MONDAY, 3rd April.
 PRINZ WALDEMAR 3,727 " FRIDAY, 12th May.
 PRINZ SIGISMUND 3,303 " FRIDAY, 9th June.

ON MONDAY, the 3rd April, 1905, at Noon, the Steamship "WILLEHAD," Captain

B. Zurbonsen, with Mails, Passengers and Cargo, will leave this Port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

For SHANGHAI, NAGASAKI, KOBE & YOKOHAMA } PRINZ EITEL FRIEDRICH, WEDNESDAY, 29th March.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 15th March, 1905.

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	First half April	JAVA PORTS	First half April
TJILATJAP	JAVA	First half April	JAPAN VIA SHANGHAI	First half April
TJIMAH	JAPAN	First half March	JAVA PORTS	Second half March

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

ALEXANDRA BUILDINGS, 3rd Floor.

Hongkong, 8th March, 1905.

Intimations.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.
 7.30 a.m. to 8.00 a.m. Every 10 minutes.
 8.00 a.m. to 8.30 a.m. Every 15 minutes.
 8.30 a.m. to 9.30 a.m. Every 10 minutes.
 9.30 a.m. to 11.00 a.m. Every 15 minutes.
 11.30 a.m. to 12.45 p.m. Every 15 minutes.
 12.45 p.m. to 1.15 p.m. Every 10 minutes.
 1.15 p.m. to 1.45 p.m. Every 15 minutes.
 1.45 p.m. to 2.15 p.m. Every 10 minutes.
 2.15 p.m. to 3.00 p.m. Every 15 minutes.
 3.30 p.m. to 5.00 p.m. Every 15 minutes.
 5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
 9.00 a.m. to 9.30 a.m. Every 30 minutes.
 9.30 a.m. to 10.30 a.m. Every 15 minutes.
 10.30 a.m. to 11.00 a.m. Every 10 minutes.
 12.00 Noon to 1.00 p.m. Every 10 minutes.
 1.00 p.m. to 5.00 p.m. Every 15 minutes.
 5.00 p.m. to 6.00 p.m. Every 10 minutes.
 6.00 p.m. to 7.00 p.m. Every 15 minutes.
 7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAY.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 29th December, 1904.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTYEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES, &c.

Sole Agents for

FERGUSON'S "ICIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1905.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles, all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. O. (4th).

Yokohama, May 11th, 1903.

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When you send your "boy" for

Fresh Australian Butter

See that he gets the "Princess" brand, the best made in Australia.

The wrapper of every pat bears our name and address.

THE MUTUAL STORES,

GENERAL STOREKEEPERS.

HONGKONG AND CANTON.

Hongkong, 2nd February, 1905.

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C. W. MEAD, C.E., President and Shanghai Manager.
 N. M. HOLMES, C.E., Vice-President and Hongkong Manager.
 A. F. CARRICK, C.E., General Manager, Manila.

ORIENTAL CONSTRUCTION COMPANY,

CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS,

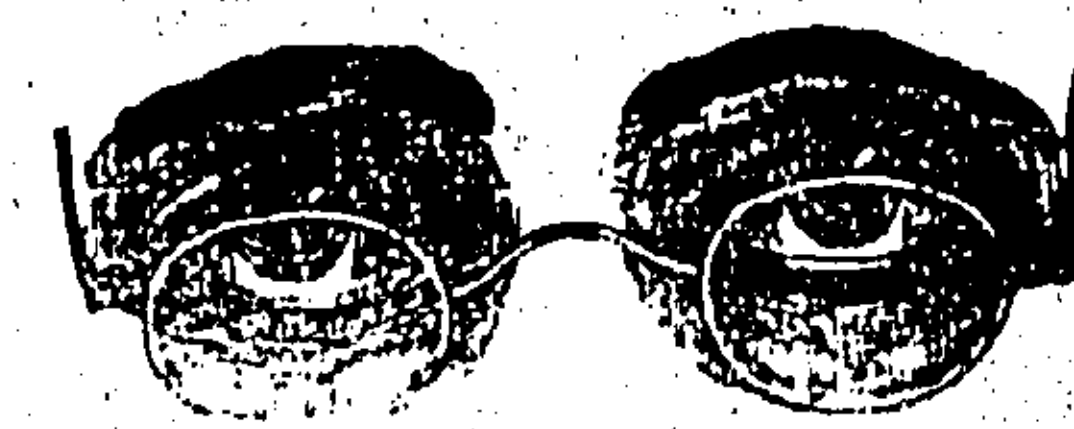
HONGKONG, SHANGHAI AND MANILA.

Cable Address: WERRICK, HONGKONG.

Railway Hydraulic Mining and Sanitary Engineering.
 A Speciality made of Reinforced Concrete and Concrete Pile.
 Examinations Surveys Reports and Estimates.
 On all Railway or Proposed Construction Works.

Hongkong, 2nd February, 1905.

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IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES

TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

10, D'AGUIAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper

Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness.

Prices from \$2.00. A. S. TUXFORD, Manager.

Hongkong, 1st October, 1904.

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Hotels.

FOR HOTEL COMFORT AND THE BEST BILLIARDS

GO TO THE

KOWLOON HOTEL.

KOWLOON J. W. OSBORNE, Proprietor and Manager.

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HOTEL DES INDES.

Nos. 2 & 3, STANFORD ROAD, SINGAPORE.

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

CHARGES FROM 4-6 DOLLARS PER DAY.

THIS First Class newly opened Hotel has excellent accommodation for FAMILIES, TRAVELLERS and permanent BOARDERS.

It is situated in the immediate vicinity of the commercial houses and Esplanade.

Spacious Refreshment, Dinner and Billiard Saloons.

E. C. VAN MARLE, Proprietor.

H. T. SARRE, Manager.

Singapore, 4th October, 1904.

[A] Hongkong, 19th May, 1904.

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HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

Intimations.

WM. POWELL,
LIMITED."ALEXANDRA
BUILDINGS"

Des Vaux Road.

Everything for
Ladies' and
Children's wear.NEW
CHIFFON
VEILINGS.

RAIN COATS.

BELTS.

LINEN COLLARS.

CORSETS.

DRESS
FABRICS.NEW
GRANITE TWEEDS.

NAVY SERGES.

FANCY VOILES.

FOULARDS,
ANDA splendid selection
of
NEW MUSLINS
at
Moderate Prices.GENTLEMEN'S
DEPARTMENT,
28, Queen's Road.

NOW ON SHOW.

SMART SILK
AND WOOL
SHIRTS
of beautiful quality,
newest patterns.OPEN KNIT SILK
SCARVES.LIGHT-WEIGHT
RAINCOATS.

INSPECTION INVITED.

Wm. POWELL, Ltd.
HONGKONG.

Hongkong, 8th March, 1905.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 16th March, 1905, at 11 A.M., at their
Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street,
A NUMBER OF
ROLLS OF SUPERIOR SILK
FROM THE IMPERIAL LOOMS,
Handsomely Embroidered and Suitable for
Decorations.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 15th March, 1905. [347]

PUBLIC AUCTION.

THE Undersigned have received instructions from the REGISTRAR, SUPREME COURT, to sell by
PUBLIC AUCTION,
TO-MORROW,
the 16th March, 1905, at 11 A.M., on the
premises, at No. 108, Queen's Road Central,
THE GOODWILL,
STOCK-IN-TRADE, FURNITURE,
&c., &c.,
OF THE
TY SING FIRM,
as a going concern.
TERMS:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 15th March, 1905. [348]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 16th March, 1905, at 2 P.M., at their
Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street,
A VERY FINE COLLECTION OF
JAPANESE CURIOS,
Comprising:—
SATSUMA CLOISONNE VASES, WALL
PLATES and INCENSE BURNERS, SILK
EMBROIDERIES, WALL HANGINGS,
CUT-VELVET PICTURES, BRASS VASES,
SILK-EMBROIDERED SCREENS, SIL-
VER CLOISONNE WARE, &c., &c., &c.
Catalogues will be issued.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 15th March, 1905. [357]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON
FRIDAY,
the 17th March, 1905, at Noon, at the
Hongkong & Kowloon Wharf & Godown
Company's Godowns, West Point,
1,687 BAGS WHITE SUGAR.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 15th March, 1905. [355]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON
FRIDAY,
the 17th March, 1905, at 2 P.M., at their
Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street,
A NUMBER OF
IRON SAFES, SCALES,
ALSO
ENAMELED WARE, SOCKS, FUR-
NITURE, GLASS WARE, PICTURE,
CLOCKERY, COOKING STOVES, BICY-
CLES, &c., &c.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 15th March, 1905. [356]

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of
the letting by Public Auction Sale, to be
held on MONDAY, the 20th day of March,
1905, at 3 P.M., at the Office of the Public
Works Department, by Order of His Excellency
the Governor, of One Lot of CROWN LAND
at Barker Road, in the Colony of Hongkong,
for a term of 75 years, with the option of
renewal at a Crown Rent to be fixed by the Sur-
veyor of His Majesty the King, for one further
term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Area in Acres.	Annual Rent.	Upset Price.
100	Barker Road	34.6 ft. by 149.2 ft. by 113.0 ft.	55	22.410	158
					3,530

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are
prepared, during suspension of their
Trans-Pacific Service and until further notice,
to BOOK CARGO AND ISSUE BILLS OF LADING
to SEATTLE, WASH., VICTORIA, B.C., and
PACIFIC COAST PORTS, also to OVER-
LAND POINTS in the UNITED STATES
and CANADA in connection with the GREAT
NORTHERN RAILWAY FROM SEAT-
TLE, as hitherto, by the Steamers of the
NORTHERN PACIFIC S. S. Co., BOSTON
STEAMSHIP and TOWBOAT Co., OCEAN
S. S. Co. and CHINA MUTUAL S. N. Co.
For further Particulars, apply at the Com-
pany's Local Branch Office in PRINCE'S
BUILDINGS, First Floor, Chater Road.
B. MORI,
Acting Manager.

Hongkong, 24th January, 1905.

DOMESTIC SERVANTS

REGISTRATION AT SINGAPORE.

It is a pity to have to say, from private in-
formation that may be taken as trustworthy,
that there appears to be no likelihood, for
some considerable time at any rate, of the
Government taking up the question of the re-
gistration of domestic servants. A petition to
Government to reintroduce fresh legislation to
this end was put into circulation here some
time ago, and was largely signed by Singa-
pore house-holders, including many ladies.
Prior to sending in the petition formally,
it was deemed expedient by the promoters
to endeavour to ascertain privately what view
H. E. the Governor would likely take on the
subject of the petition. We learn now that
Sir John Anderson did not see fit to reopen
the question, as registration was tried before
and proved a complete failure. Before dis-
cussing the position further we might say
that it is only those who were here at the
time of the trial of the Domestic Servants
Registration Ordinance and were familiar
with the fate of that abortive piece of leg-
islation, and with the press criticism of its
inefficiency, who can really appreciate the
situation created by the introduction and sub-
sequent withdrawal of that misguided mea-
sure. As for the present Governor's attitude it
is reasonable enough, for he might well say to
himself that if Sir Cecil Smith, with his quite
exceptional command of Chinese affairs and
the Chinese language, tried and failed, it was
hardly likely that a Governor comparatively
new to the Colony, unequipped with Sir Cecil
Smith's vast special knowledge of the Chinese
would be likely to succeed where Sir Cecil
failed. "Let sleeping dogs lie" is ever a safe
adage to go upon. But if we never grasped
our nettle, and always dreading the possible
lion in the path, the tale of achievement and action
would be small. Perhaps we might, to begin
with, paraphrase what is supposed to represent
the Governor's view by the following, which is
a completely accurate presentation of the
case:—

"An entirely ineffective and unworkable
system of voluntary registration of domestic
servants was tried, and it failed as everybody
knew beforehand it would fail."
In other words the Ordinance was so fatally
misdrawn and deformed, and so certainly
doomed to death beforehand by its making
registration voluntary on the part of Chinese
servants, that it was nothing but an abortive
farce from its birth, and utterly undeserving
of even the too superficial attention it had in
Legislative Council.

[Again another curious coincidence. Just
at this point (at noon-gunfire) information was
brought to the Editor that H. E. the Governor's
unregistered Halim boy was convicted to-day
of stealing H. E. the Governor's gold watch.
(The railway director on the buffers during a
railway collision). We trust that when H. E.'s
boy comes out of jail he will not find himself,
under a new name, in a position to steal the
Colonial Secretary's gold watch, and then the
Bishop's gold watch, a d so on. But he might;
quite easily. But all this is done, in scores of
cases, every day; and it must be deemed an
exceedingly desirable state of affairs if any id
of interference with it is utterly obnoxious.]

To continue. Let it be admitted that the
Government will do nothing. But it should
at least afford facilities to the Municipality to
undertake the work on a basis of compulsory
registration of domestic servants employed
within municipal limits. It was the lack of
compulsion that assured the failure of the late
Ordinance before it came into effect. We trust
that some unofficial member will press for an
amendment to the Municipal Ordinance, if need
be, to enable Municipalities to carry out the
registration of servants within their own juris-
diction.—Singapore Free Press.

MAXIM GORKY.

THE MAN AND HIS WORK.

The boy Alexei Maximovich Peshkoff was
decidedly the father of Maxim Gorky—the name
by which he has chosen to be known. The
bullying treatment he received as a tiny child
at the hands of a soldier-grandfather, who had
been reduced to the ranks for cruelty to his
subordinates, and the narrow, puritanical sur-
roundings of his father's house were bound to
produce a "divine discontent" which, for good
or evil, was sure to seek an outlet somewhere.
Discharged as useless from his post of assistant
in a small boot shop, he had the good fortune
to cast in his lot with an ex-non-commissioned
officer, the cook of a Volga steamer—a strange
kind of literary godfather, but for whom Gorky's
attainments might for ever have been limited
to a bowing acquaintance with the Psalms of
David to which his maternal grandfather had
compelled his unwilling attention.

The ex-soldier seems to have been a poor
cook but a good judge of literature, and the
torn and greasy books which Gorky found
among the stewpans in the cook's galley not
only taught him to read with facility, but imbued
him with the love of letters which was the
ruling passion of his culinary tutor.

The result was a vain attempt to enter Kazan
University, and a bitter feeling that learning,
like all other good things in this world, is the
exclusive appanage of the well-to-do, to which
no enthusiast in letters may aspire. It is fortu-
nate that the attempt miscarried, for as a
student he would necessarily have missed the
experiences as baker's apprentice, barge-loader,
navvy, railway labourer, pedlar, and tramp de-
scribed in his numerous stories and his two
novels.

INTO THE LIGHT.

He emerges for a moment from the ranks of
the barefoot brigade as a clerk in a lawyer's
office in Nishny-Novgorod, and there he might
have remained to this day copying documents
and running errands, but he hears the Steppes
calling, and it calls so loudly that he cannot
resist its summons, and again we find him on
the move. Eventually, in 1891, at the age of
twenty-three, he fetched up at Tiflis and tried
his first story, "Makar Chudra," on a new-

paper editor, who had an eye for the unconven-
tional, and asked for more. Here the long
ramp and the nights under the stars came to
an end. Wandering Willie dies, and Maxim
Gorky is born with a handful of stories and
bitter recollections.

In 1895 he made the acquaintance of Koz-
lenko, known in England only as the author of
"House No. 13," a description of the horrors of
Kishineff, who became his literary godfather.
The appearance of "Chelkash," glorified thief
and black sheep, who forgives his fellow-
scoundrel's attempt to murder him for
the sake of a few roubles, seeing nothing
surprising in his comrade's act creat-
ed a furor in the two capitals, just
as great in the ranks of the reactionaries
as in the camp of the advanced thinkers. At
first the reactionaries claimed him as their own
child (their love of humanity is so remarkably
developed), but they soon found that he was a
somewhat inconvenient infant, and three years
ago during some student riots he, for the first
time, made acquaintance with a prison interior.

HIS MESSAGE.

There he is now, in the old home again.
Those who do not know him will find many
autobiographical scraps in his books, more
especially in "The Have-beens," in "Makar
Chudra," and "Chelkash," already mentioned,
in "Twenty-six Men and One Woman," where
he gives us a glimpse of his life in the baker's
shop, and, perhaps more especially, in the
description of the boy Poma Gordyeff in the
long novel of that name.

What is Gorky's message? It is doubtful
whether he has ever consciously set himself
the task of bringing one. Love of mankind?
It may be. Rather, the right of immunity
from interference: the wickedness of buying
happiness at another's expense: the said
conviction—

"That no life lives for ever,
That dead men rise up never,
That even the weariest river,
Flows somewhere safe to sea."

Daily Mail.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	100
Do. demand	100
Do. 4 months' sight	100
France—Bank T.T.	236
America—Bank T.T.	452
Germany—Bank T.T.	192
India T.T.	139
Do. demand	139
Shanghai—Bank T.T.	714
Japan—Bank T.T.	92
Java—Bank T.T.	112

Buying.

4 months' sight L/C	100
6 months' sight L/C	111
30 days' sight San Francisco & New York	461
4 months' sight do.	47
30 days' sight Sydney and Melbourne	111
4 months' sight France	240
6 months' sight do.	241
4 months' sight Germany	166
Bar Silver	37
Bank of England rate	24

OPIMUM QUOTATIONS.

To-day's quotations are as follow:

Volva New	60
" Old	60
" Older	60
" Oldest	60
Patna New	60
Benares New	60
Persian (Pader)	60

Entertainment.

CITY HALL.

UNDER THE PATRONAGE OF H.E. THE
GOVERNOR.

MR. EDWARD BRANSCOMBE
WESTMINSTER
GLEE AND CONCERT
PARTY
FROM LONDON.

FOUR CONCERTS ONLY.

FRIDAY, 24th March,

AND

MONDAY, 3rd April,

AND

TUESDAY, 4th April,

AND

THURSDAY, 6th April.

Complete Change of Programme each Concert.

The Programmes include a unique collection
of
NATIONAL BALLADS
of
England, Ireland, Scotland and Wales,
ALSO
GLEES, MADRIGALS AND CATCHES.

HUMOROUS MUSICAL SKETCHES,
BY
MR. DUDLEY CAUSTON.

MADAME MARIE HOOTON,
The Eminent English Contralto.
MR. EDWARD BRANSCOMBE,
The English Tenor.

FOUR BOY SOLO SOPRANOS,
Leading London Cathedral Chorists.

Box Plan ROBINSON PIANO Co.
Prices 3s, 2s and 1s. Concert 9-11 P.M.
Hongkong, 14th March, 1905. [364]

THE HONGKONG
STUDIO,
HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLAR-
GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.
Hongkong, 15th September, 1903. [39]

Notices of Firms.

P. & O. S. N. Co.

NOTICE.

UNDER instructions from the General
Managers, Mr. L. S. LEWIS will be
in Charge of the Company's business at this
Port during my absence from the Colony on
leave.

E. A. HEWETT,

Superintendent.

Hongkong, 11th March, 1905. [352]

NOTICE.

M^r. FREDERICK SALINGER will sign
our firm per procuration during the
absence from the Colony of Mr. H. E.
TOMKINS.

REISS & Co.

Hongkong, 13th March, 1905. [363]

Intimations.

CHINA SUGAR REFINING COMPANY,
LIMITED.

NOTICE.

THE TWENTY-SEVENTH ORDINARY
ANNUAL MEETING OF THE SHARE-
HOLDERS of the Company will be held at
the Office of the General Agents, on THURS-
DAY, the 23rd March, at Noon, for the purpose
of receiving the Report and Statement of
Accounts for the year ending 31st December,
1904.

The TRANSFER BOOKS of the Company
will be CLOSED from 10th to 23rd March,
both days inclusive.

JARDINE, MATHESON & Co.

General Agents.

Hongkong, 4th March, 1905. [322]

LUZON SUGAR REFINING COMPANY,
LIMITED.

NOTICE.

THE TWENTY-THIRD ORDINARY
ANNUAL MEETING OF THE SHARE-
HOLDERS of the Company will be held at
the Office of the General Agents, Pedder's
Street, on THURSDAY, the 23rd March, at
12.30 P.M., for the purpose of receiving the
Report and Statement of Accounts to 31st
December, 1904.

The TRANSFER BOOKS of the Company
will be CLOSED from the 10th to 23rd March,
both days inclusive.

JARDINE, MATHESON & Co.

General Agents.

Hongkong, 4th March, 1905. [321]

THE CHINA AND MANILA STEAMSHIP
COMPANY, LIMITED.

THE TWENTY-SECOND ORDINARY
GENERAL MEETING OF SHARE-
HOLDERS in the above Company, will be
held at the Company's Office, St. George's
Building, No. 6, Connaught Road, Victoria, on
SATURDAY, the 25th March, 1905, at 11 A.M.,
for the purpose of receiving a Statement of
Accounts and the Report of the General
Managers for the year ending 31st December,
1904.

The TRANSFER BOOKS of the Company
will be CLOSED from WEDNESDAY, the
2nd March, to SATURDAY, the 25th March,
both days inclusive.

SHEWAN, TOMES & Co.

General Managers.

Hongkong, 10th March, 1905. [349]

ASSOCIATION OF YORKSHIREMEN IN
HONGKONG AND CHINA.

THE ANNUAL DINNER will take place
at the HONGKONG HOTEL, on SATUR-
DAY, the 18th of March.

Yorkshiremen intending to be present are
requested to communicate with the Under-
secretary.

As decided by the Parent Society the term
"YORKSHIREMEN" includes the following:—
(1) A person born in Yorkshire. (2) A person
of Yorkshire parentage on either side. (3) A
person who is identified by residence with the
County of York.

ARTHUR CHAPMAN,

Hon. Secretary.

Hongkong, 28th February, 1905. [391]

S. MOUTRIE & CO., LD.,
PIANO AND ORGAN
MANUFACTURERS.

14, QUEEN'S ROAD, FIRST FLOOR.

HAVE just received a shipment of second
hand Pianos from £100 upwards, and a
warranted grand for a test period of TWO
Years given for each instrument.
A large consignment of records at the low
price of \$1.80 each, 5% on wholesale orders.
The largest and most varied Stock of Music
in China. Inspection solicited. Our work-
men are experienced men.

WE DEFY COMPETITION.

INSPECTION INVITED.

Hongkong, 14th March, 1905. [365]

EMPLOYE de commerce, Age de 29 ans,
de nationalité Suisse, ayant déjà occupé
d'importantes fonctions dans de grosses maisons,
connaissant à fond de comptabilité en partie
double, parlant couramment le Français, l'Al-
lemand, le Hollandais, l'Italien et l'Anglais,
désirerait une situation dans l'une des villes de
la côte de Chine.

Tres bonnes références—Appointements: de
5 à 6,000 dollars par an. Ecrire aux initiales
L. V. au journal "Opinion" de Saigon.

Saigon, le 2 Mars, 1905. [372]

SEALED TENDERS in duplicate will be
received at the R. N. Hospital until 10
A.M. on the 20th March, 1905, from persons
desirous of supplying Beef, Mutton, Fowls,
Bread, Pure Cow's Milk, Aerated Waters, Ice
and other provisions, and necessaries for the
year ending 31st March, 1906.

Sealed Tenders in duplicate will also be
received for Coal (Akaikie and Yubari).

Printed Forms of Tender and further par-
ticulars can be obtained at the R. N. Hospital.
The right to reject the lowest or any Tender
is reserved.

THOMAS D. GIMLETTE,

Dep. Insp. Genl.

R. N. Hospital,
Hongkong, 13th March, 1905. [361]

Intimations.

YOU WANT
PROVISIONS

AND

WINES

IN

1905.

GET YOUR SUPPLIES

FROM

A. CHAZALON & Co.

(SUCCESSORS TO

G. GIRAULT)

6, QUEEN'S ROAD CENTRAL,

Opposite Connaught Hotel.

Who are Suppliers of High Class

Wines, Spirits and
Provisions,
French Bakers,
Navy Contractors,
and
Commission Agents.

BRANCHES:

HONGKONG, SHANGHAI, HANKOW.
Hongkong, 22nd February, 1905. [31]

THE WINE GROWERS
SUPPLY CO.



BARRETTO & Co.,
General Agents, Hongkong.

PORT WINE.

Direct shipments from the
COMPANHIA AGRICOLA E COMMERCIAL DOS
VINHOS DO PORTO,
(Successors to DONNA ANTONIA FERREIRA).

Monopoly for China of
THE WINE GROWERS SUPPLY CO.

	Per Case of 1 Dozen.
Dry No. 1	Selected Old Port \$50.00
" " 2	" " " 35.00
Quinta do Pato	" " " 30.00
Dry No. 3	" " " 25.00
Quinta da Gajosa	" " " 20.00
Tawny, 1887, Vintage	" " " 15.00
Tawny, (White Label).....	14.00
Medium Tawny, (Brown Label)	13.00
White Tawny, (White Label).....	12.00
Full Wine, (Brown Label).....	11.00
White Tawny, (Brown Label)	10.50
Light Tawny, (Brown Label)	10.00

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D.
1841.

WINE AND SPIRIT
MERCHANTS.

E

BLEND

VERY OLD LIQUEUR

SCOTCH
WHISKY.

D

PORT,

VERY FINE OLD VINTAGE MANY
YEARS IN BOTTLE.

A CHOICE AFTER-DINNER WINE.

A. S. WATSON & Co.,
LIMITED,

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

Hongkong, 25th February, 1905.

[32]

WINE

AND

SPIRIT MERCHANTS,

HONGKONG,

34, QUEEN'S ROAD CENTRAL,

FIRST FLOOR,

(WM. POWELL & Co.'s old premises).

Per dozen.

Export Brewery Pilsener Beer, bottles \$3.50

" " " pints 2.50

Crown Label Pilsener Beer... bottles 3.25

" " " pints 2.40

N.B.—All our Wines and Spirits are bottled at home, thereby ensuring to our Customers all the advantages accruing from bottling done at home under the direct supervision of the Growers and Distillers as compared to bottling done in China by Chinamen at the service of European Firms.
Hongkong, 30th December, 1904.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contributions.
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Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

At "Needham," Singapore, on March 8th, the wife of H. R. SAKELIV, of a daughter.

MARRIAGES.

At St. John's Cathedral, by the Rev. F. T. Johnson, on Tuesday, 14th March, 1905, HERBERT ALEXANDER, seventh son of Mrs. Lammert and the late G. R. Lammert of Hongkong, to FLORENCE, eldest daughter of Mr. and Mrs. A. Shaw (Hongkong Cotton Mills) Hongkong.

On the 7th inst., at Singapore, ZACK MARTIN, eldest son of Mackertich Martin, of Ialpa, Ialpa, to MARGARET (Maggie) CHATER, eldest daughter of L. J. Chater of Singapore.

At St. George's Church, Penang, on the 3rd March, GEORGE, the fourth son of the late Dr. Holden and Lizzie, PATRICIA MAUD, the only daughter of the late Mr. Wm. Livesey of Preston, Lancashire.

DEATHS.

On the 5th March, at 9 Lamballe Road, Hampstead, London, MEYER BEHR, formerly of Singapore, in his 47th year.

At Singapore, on March 5th, HENRIETTA DORAL, age 67 years.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MARCH 15, 1905.

COOLIE 'PIDGIN'.

The news that the steamer *Stanley* has been removed from the Durban run and chartered to take home Port Arthur convalescents will not occasion much surprise to those who have followed the course of events connected with the emigration of native labourers to South Africa. Long before the coming into operation of the Convention between the United Kingdom and China respecting the employment of Chinese on the Rand the authorities in Hongkong were alive to the fact that the movement would be attended with considerable opposition, and when at length the agents commenced operations by sending recruiters into the country to secure men willing to work on the mines it was at once made apparent that the Emigration Bureau would have to contend against very serious opposition. The first steamer load of coolies got away on the 25th May last, and it was not until four months later that the recruiters had been able to get a sufficient number of men to warrant the dispatch of another transport. This was the *Lothian*, which took to South Africa less than five hundred coolies, making a total, since the work commenced, of exactly 1,507 from this port, as compared with a total, from the Northern recruiting station at that time, of upwards of six thousand. Were further evidence required of the strenuous opposition exhibited towards the movement in the South one need only recount the conduct of the Canton Viceroy in raising such lame objections to shipping the men from this port as alluded to in our columns from time to time, or to state the many ingenious devices employed to ensure a short supply of labourers. Unfortunately, their efforts have been successful as witness the number of transports lying idle in the harbour a few weeks since and the complete cessation of emigration. As we are well aware that the coolies are only too willing and ready to emigrate to our newly acquired possessions it is a matter for regret that the local Government has not been able to put a stop to this foolish opposition, which has entailed such a tremendous loss upon those developing our South African territory. Men are now being shipped from Swatow for employment on the farms of Samoa, and although the German colonisers require several hundred of them the supply has far exceeded the demand. If coolies can be sent from the small Northern port without any fuss or trouble there can surely be no possible legitimate excuse for hampering the shipment of native labourers from Southern China especially in view of the fact that it has the sanction of the Imperial Throne, by whose decree the Viceroy and officials have instructions to facilitate the movement by every means within their power.

LOCAL AND GENERAL.

THE General Officer Commanding will make his annual inspection of the Army Service Corps at 9 a.m. on Tuesday, the 21st instant.

OWING to the unfavourable weather, the gun practice advertised for to-day and Friday has been postponed to to-morrow (Thursday) and Friday commencing each day at 2 p.m.

CAPT. K. B. Barnett, M.B., R.A.M.C., stationed at the Princess Louise Hospital, Alton, Hants, has received orders to be ready to proceed at an early date for service in North China.

THE Portuguese gunboat *Diu*, arrived at Singapore on the 8th inst., from Hongkong, which she left on March 7. She was to continue her voyage to Lisbon on the 14th.

THE net profit of the China and Manila S.S. Co. for 1904 is \$38,107.70 which it is proposed to appropriate as follows:—\$5,000 to reserve; \$24,775 to pay a \$1 dividend, and the balance (\$8,332.70) to be carried forward.

MR. SRS. Jardine, Matheson & Co., agents for the Société Française des Charbonnages du Tonkin, send us a small book relating to Hongkong briquettes, etc., which has been compiled by the manager of the mines at Hongkong, and to which we hope to refer in a subsequent issue.

THE Russian newspapers now openly advocate peace. The *Novosti* and the *Novoe Vremya* insist on the folly of prolonging the struggle. Military experts take a gloomy view of the Russian cause, agreeing that if Japan resumed the struggle, she has solid grounds for expecting a triumphant issue.—*Asahi*.

WRITING from Canton, on the 13th inst., our correspondent says that the cold weather came suddenly to an end yesterday. Although it has been cloudy and wet yet very little rain has fallen. This is the time when the farmers look for rain. Work in the fields should begin. So far the rainfall has not been sufficient to soften the ground.

It is stated that Hsiao, a local gentleman in Swatow, recently petitioned the Viceroy in Canton for permission to construct water-works at that port. His application was ordered to be considered by the Board of Commerce, and the Provincial Administrative Board have approved the scheme and work will be carried out after Hsiao has engaged a foreign engineer from Hongkong. The Provincial high authorities have been requested to place the matter on official record.—*Universal Gazette*.

An influential deputation of Ceylon planters waited on the Governor, Sir Henry Blake, on Feb. 16, with the object of securing His Excellency's support of the appeal which has been made to the Chancellor of the Exchequer "to give fairer and more equitable consideration to the position of the British tea industry now so injuriously affected by the crushing import duty of 8d. a lb put on by Mr. Austen Chamberlain in April last." The deputation presented a petition signed by 1,421 planters on the island. The Governor was sympathetic and promised the deputation his cordial support.

UNDER instructions from the Registrar, Supreme Court, Messrs. Hughes and Hough, auctioneers, yesterday sold by public auction, the property registered as Hungsom I. L. No. 114 which comprises the dwelling house known as No. 2, Market Street, Hungsom, and contains by admeasurement 415 square feet and is field from the Crown for the residue of a term of 75 years under a Crown Lease dated the 18th June, 1881, the annual Crown rent being \$5. There was but little competition and the property was knocked down for \$1,000 to Mr. R. M. de Souza.

THE report of the Singapore docks for the past half-year shows that the net amount available for distribution, including the sum of \$264,251.74 brought forward from last account to be \$1,768,812.25. From this amount the directors recommend that a dividend at the rate of \$20 per share be paid for the half-year on the subscribed capital of the company, that the sum of \$30,000 be placed to reserve for bad and doubtful debts, that \$200,205.73 be written off for depreciation of property, &c., thus leaving \$206,645.52, which it is suggested to carry forward. The total amount of the debenture issues is \$1,615,000.

THE third performance of "Three Little Maids" at the Theatre Royal last night, by the Dallas-Bandmann Company was another great success, and a fairly large and very appreciative audience turned out to witness the production, many remembering the signal success scored by the company when here a year ago, when Mr. Percy Knight made such a hit as *Lord Chayne*. The three little maids, Misses Queeque Strachan, Violet Frampton, and Dolly Vardean, did excellent work, and showed up well in the scenes where they were pitted against the "Society Ladies," while Miss Bertha Hunter, an old and popular favourite, as *Lady St. Malory*, was an ideal society dame d'industrie, and as graceful and pleasing as ever. *Cupid*, Mr. Jamie Dallas, was execrably funny, and, if Mr. Percy Haydn, as *Lord Chayne*, missed one or two opportunities, he sustained the character consistently throughout, and created much laughter. The other parts were all well interpreted, while the songs and dances alone are worth a second visit to the theatre.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:

On the 15th at 12.5 p.m. The barometer has risen considerably at Sharp Peak and fallen slightly over the S. coast of China, and the Philippines.

Pressure is probably high over N. China, and relatively low over the China Sea. Gradients are rather steep over the Formosa Channel and Northern part of the China Sea, where strong N.E. and E. winds will probably prevail.

Forecast:—strong E. breeze; overcast, driving rain.
No returns from North China and Japan.

THE COLONY'S FOOD SUPPLY.

AN EXPERT INVESTIGATION.

DEEP: ITS FIRST AND MARKET COST.

In continuation of "Subscriber's" contribution to the food supply question, printed in our last issue, we now have pleasure in publishing the second article of the series, which will afford much elucidation on the subject of prices now demanded by the Meat Guilds of Hongkong. The correctness of our contributor's figures cannot be disputed; his articles speak for themselves, and should be followed with much interest by those who are seeking to obtain light on a question so largely affecting domestic economy in the Colony. "Subscriber" hesitated to rush into print before he had had time to verify his facts and figures, and now that they have been collated and are wholly reliable the more value must be placed upon the series of articles with which all are concerned but few are really familiar.

His second contribution deals with the profits made by the Hongkong butcher on beef and from the estimate prepared and set out below it will not be difficult to see that the business is a very remunerative one. Classifying the oxen under various headings he first deals with the animal brought in from Hoiwang and points out that their average live weight is between 800 and 900 lbs. and in their native district are valued at: between \$15 to \$20 per head. The animals are sold to the Manila cattle dealers at from eight to nine cents per lb. while the transit expenses to Hongkong amount to about \$1 to \$3 each. The Canton oxen imported from the districts of the West, North and East rivers, average in weight, before slaughter, between 600 and 700 lbs. and fetches some \$35 to \$40 head before exportation. They are sold to Manila dealers at six to seven cents per lb. and to the butchers at Hongkong at \$35 to \$40 per head. Transit expenses to this Colony amount from \$2 to \$3 per head while there is about 75% of meat to be offered for sale after the dressing. He points out that it may not be generally known that, in the case of oxen exported to Manila the animals are generally well filled with water and food before being weighed, and after a day or so the purchaser usually finds a decrease of some fifty lbs. in weight on each beast. Cattle owners refuse to sell the animals until after they have been subjected to this process and thus ensure for themselves sufficient profit to cover all expenses. The Puntis slaughtered for the Hongkong market coming from Tun Kun, Sun On, Heungshan and the immediate mainland, and when alive average from 500 to 600 lbs., are valued by the native farmer, before exportation, at about \$20 to \$25 each. The transit expenses are about \$1 to \$2 each and the few, if any, exported fetch from \$1 1/2 to 6 cents per lb. The price to the local butchers runs at from \$30 to \$35 per head.

THE QUESTION OF PROFIT.

Turning now to the average profit realised on each of the above mentioned class of animal "Subscriber" gives some interesting figures. Taking first the Hoiwang ox, he takes an animal of 800 lbs. weight, at eight cents per lb. which figures out at \$64 per head, against which has to be set off the expenses of rearing and the cost of transit to Hongkong which he reckons at \$5; thus showing a profit of \$12 per head. In the case of the Canton ox, brought down from the West and other rivers in the district, the profit does not work out at quite so much. A beast of say 700 lbs., at seven cents per lb., equals \$49, against which has to be set off the initial expenses working out at about \$40, and thus leaving a profit of \$9.

WHERE THE BUTCHER COMES IN.

Coming nearer home and referring to the profits made by the local butcher our correspondent gives a detailed statement which will no doubt be read with considerable surprise by many who have of late been studying the question from other standpoints. Taking a Puntis ox, purchased at \$32, and weighing 600 lbs. with 65% of meat after dressing, he proceeds to divide the 393 lbs. left in the following manner:—Choice cuts, steaks, etc., 110 lbs. at 15 cents per lb.=\$16.50; roasts, etc., 140 lbs. at 15 cents per lb.=\$21; soup and stew meat, 70 lbs. at 10 cents per lb.=\$7; head 65 cents, heart 10 cents, feet four at eight cents, kidneys two at seven cents; tail 15 cents, liver 35 cents, tripe 50 cents, tongue 40 cents \$2.76. The hide or skin averages about \$6 each, making a total of \$51.36.

THE BUTCHER'S EXPENSES.

But, of course, the butcher has certain expenses to meet and these our correspondent reckons at \$38.90, and sets out as follows:—The cost of the ox in the depot \$12, and expense of keeping it, say, for ten days, at 10 cents per day, \$1. A coolie has to be engaged to look after the animal and receives remuneration at the rate 20 cents per day, working out at \$1. The fee payable to Government for slaughter is 40 cents, and the man who dresses the animal, after it has been killed, is paid \$1.50, which also includes the charge of the coolie for bringing the beast to market. Allowing for an average waste in the meat of \$2, the total expense works out at \$38.90. It will therefore be seen that the sale of an animal realises \$51.36 as against which the butcher has to expend \$38.90, thus making a clear profit of \$12.46. These figures allow ample margin in favour of the butcher. The fact should not however be overlooked that, although the local butcher makes a fair profit he has to run the risk of losing one or two oxen imported. In some cases they may contract disease, while on occasions ten out of a hundred may be reported as unfit for slaughter and have to be sent back and sold at a loss. In conclusion, "Subscriber" points out that it is no use for Europeans to think of competing against the Chinese butcher as they will afterwards have the native farmer to reckon with on many occasions. He has asked butchers the price of cattle in the interior, but has been unable to get at the correct figure; their reply invariably being to the effect that, "Alla time makee (one) no good chancee."

HONGKONG MARKETS.

HOW BUYERS SUFFER.

RESULT OF SPECULATION IN STALLS.

The question of the increasing cost of food-stuffs in Hongkong has been agitating the public mind lately, and all are agreed that prices have risen something like 100 per cent. during the past few years. The real causes of the increase have not been disclosed. Of course, as everybody knows, the decreased exchange value of the dollar two or three years ago led merchants to raise their prices in order to meet the reduced value in the exchange. But while prices were increased when the dollar fell, there was no attempt to reduce prices when the dollar rose to a fraction below 2/- Every fall in the dollar has been followed by a corresponding rise in prices all round; but who can recall a time when an increase in the dollar's exchange value has meant a reduction in the price of food stuffs or anything else for that matter? That is one of the points which is worthy of the attention of consumers—which naturally means the majority of people in Hongkong.

But dealing principally with articles of food, there is another question to be considered. Most of the goods required for the kitchen come from the public markets. These markets are maintained by the Government, which serves a pretty penny from the rents obtained from the stall-holders. To show the value of these markets to the Government, it is only necessary to state that last month the rents paid by stall-holders in the Central Market amounted to the very respectable sum of \$1,066 or about \$5,000 a year. The rents derived from all the markets in the Colony last year realised the sum of \$101,000. Obviously that is a sum far in excess of the amount required annually to maintain the market buildings, and in ten years it would more than repay the outlay on the erection of the buildings themselves. But there is another aspect to be considered. All the stalls in the various markets are let by tender. When a stall-holder either voluntarily or at the instance of the Government vacates his stall, an advertisement is placed in the market where the vacancy has occurred, inviting tenders for the lease of the stall in question. The stalls are supposed to be held on a monthly lease, but as a matter of fact once a man has rented a stall, he behaves himself, and keeps up his business to the extent that he is able to pay his rent he may hold the stall for the remainder of his natural life, unchallenged by the Government.

The Registrar-General who acts as a sort of factor for the markets was asked: "Do you invariably take the highest bid offered for a stall?"

"Almost invariably," was the reply.

"Does a man's character or history enter into the transaction at all?"

"Not at all. It is a pure matter of business. We have nothing to do with the tenderer's character."

The Registrar-General added, however, that where the tender represented a large amount of money paid monthly some security was required, but that was simply to prevent speculation. Does it prevent speculation, however? There are a good many opinions on that point. It occasionally happens that a man may see a chance to make a decent livelihood without doing a stroke of work, and this is how the little game can be worked. A stall is offered for rent by tender. A speculative individual comes along, puts in the biggest tender and gets the stall. It is true that his photograph is tacked on to the ticket he gets showing that he and he alone is the authorised stallholder but that is a little difficulty which a clever Chinaman can easily overcome. Suppose he gets the stall from the Government at the monthly rental of \$30. He is the person in possession and what is to hinder him from subletting his stall to another individual or individuals for \$50? That this is done is beyond question, and who suffers? The Government, for one, because they have been done out of \$20 in rent; and the purchaser for another because he has to pay for the rent. Whatever the stall-holder pays in rent comes in the end out of the consumer's pocket. There can be no shadow of doubt about that. And if the rents increase, the cost of food must increase in strict proportion.

In the first place, then, it should be impossible for the stall-holder to sublet his stall, and, indeed, there is a clause in his lease expressly forbidding that being done.

"What happens in the event of a stall-holder violating in defiance to that clause?"

The Registrar-General replied—"The stallholder is ordered to leave the market and he gets no other stall."

"Couldn't he be punished?"

"No, we have no power to do that."

So that the Chinaman, like a good speculator, takes the risk and the profit. Cases have occurred where the subletting system has been discovered in full swing and the members of the band have received notice to quit the market, but how many cases are there which have never come to light? How many cases in fact are merely going on at present? It is the consumer who is concerned, for he has to pay for it in hard cash.

Again, it should be an axiom that the Government are not running the markets to reap a profit. The markets should be a sort of municipal or co-operative affair run for the benefit of the taxpayer, and the resident generally and not as money-making machines. It can hardly be said that such is the case at the present time. The markets of Hongkong represent a very profitable source of revenue for the Government. It cannot be held, surely, that \$101,000 is entirely expended on the upkeep of the markets. Yet all that \$101,000 comes out of the pockets of the householders in Hongkong last year. Every penny of it was paid by the stall-holders, who in turn took it out of the consumers, rich and poor alike. There is something decidedly wrong there. It is all very well to see a swelling exchequer at the disposal of the Government, but when the Treasury is filled by what are nothing more or less than inexpedient methods it is clear that the householders have a right to kick.

The question as to how the value of the stalls was determined was put to the Registrar-General who very properly replied that the tender showed the value placed on the stall by the bidder, and that was the stall's value as an asset.

"How do you prevent subletting?"

In his reply, the Registrar-General proved that the Government have a keen sense of the fitness of things. "Should a man want a stall, which is rented by a holder who is subletting the stall, then he will come to this office and disclose what is being done. If it is clear that subletting is going on, then a vacancy will occur at that stall and tenders will be invited. If the informant bids highest he will get the stall."

In other words, it is a case of "set a thief to catch a thief" for having bid a high respectable sum as rent, the new stall-holder will see to it that he is not out of pocket, and the poor public will continue to be fleeced. It is an evil system from top to bottom and probably thereby brings the real reason why the price of food stuffs has risen so rapidly of late. At any rate, the subject is one which is worth inquiring into, for the consumer, who is at the mercy of

the Government and the stall-holder alike, should receive some consideration at the hands of the superior powers.

ALLEGED MURDER ON A SAILING SHIP.

IN HONGKONG HARBOUR.

As the result of a fracas which took place at six o'clock yesterday evening, on board of the British sailing ship *King George*, now in this harbour, Emanuel Hernandez, a Spanish seaman, was charged by Inspector Langley with the murder of Theobald Olsen, a Danish seaman, on the same vessel. It seems that the two men had a quarrel in the fore-cabin, in the course of which the deceased hit the accused on the head, giving him a black eye. The accused, it is alleged, thereupon drew a knife from a sheath which he carried at his side and stabbed the deceased with it in the groin, the knife penetrating to a depth of four inches. Medical aid was promptly sent for by the captain, who also ran up the police flag, but the deceased died before assistance could be procured. The body was removed to the mortuary, and the accused was put in irons, by order of Captain J. C. White. On the arrival of the police the alleged murderer was handed over to their custody.

The accused pleaded not guilty. Brob Olsen, able seaman on board the *King George*, said that the accused and the deceased, with two other seamen, were on the fore-cabin at about 6.30 p.m. yesterday, when the two former had a violent quarrel over language used by the accused to the third mate. This led to blows, and accused drew a knife, which was in a sheath at his side, and struck deceased on the left groin. The deceased then ran out through the door on the port side, and accused ran out on the starboard side with the knife in his hand. When accused saw the blood on his knife he walked over to the port side and threw the knife overboard. The deceased then ran aft to the Captain's cabin, and witness saw the accused handcuffed.

By the accused: Deceased called the accused a bastard, but witness could not remember how many times. Witness did not hear accused tell deceased not to call him a bastard.

Dr. W. Hunter stated that this morning he examined the body of the deceased, who was identified by Captain White, in the presence of Sergeant Clemson. There was a stab wound on the left groin, an inch and a half in length, the wound extending upwards inside to a depth of four inches. The cause of death was internal hemorrhage, the result of the wound, the chief vessels supplying the left leg being severed. A knife which would fit the sheath shown could cause the wound in question.

Mr. J. Hanson, Chief Inspector of Detectives, was sworn in to interpret for the next witness, a German seaman on the *King George*.

George Cordmann said he was an A.B. on the *King George*, and about six o'clock last evening, he was in the fore-cabin when he heard the deceased and the accused have a quarrel, over something that had happened in the afternoon between the accused and the third mate. They went so far that the accused said to the deceased that he had, during the afternoon, used certain expressions to the third mate, and deceased said he was a liar, accused told deceased that he was a liar, as he was not there. Thereupon deceased said to the accused, "If you don't keep quiet I will hit you in the face," and accused replied, "You called me a liar before, I am not a liar, you are." Deceased then jumped up and called the deceased a bastard and struck him on the face. Accused and deceased were both seated on a bench and when the accused was struck by the deceased, he fell on to his left side on the bench, and accused then drew his knife from its sheath and struck the deceased in the groin. The sheath in Court belonged to the accused and was attached to the belt shown. The deceased then ran out of the door of the fore-cabin on the port side and prisoner went out of the starboard door making in the same direction as deceased. Witness followed the men, and said to the deceased, "You have done something very bad, look at the deck full of blood" and pointed to the deck and the trail of blood left by the deceased as he ran. The accused was standing with a blood-stained knife in his hand and when he glanced down and saw the weapon with the stains on it he threw it overboard. Deceased subsequently laid down on the deck, while the accused was put in irons.

James Herbert, an able seaman on the same vessel, testified to the fact that he heard the deceased say to the accused, "The third mate was on to you this afternoon for not doing your job quick enough," and the accused replied by calling him a liar. The dispute resulted in blows, the deceased striking the accused in the face, the accused thereupon drawing his knife and stabbing his comrade in the abdomen.

Mr. J. C. White, the master of the ship, stated that, hearing a noise at his cabin door, he went out and saw the deceased holding both his hands on his groin. He asked him what had wounded him, and in reply the deceased said, "Manuel," a name by which the accused was always known on board. Witness laid him on the deck, dressed the wounds and sent for a doctor, who arrived half an hour later. The deceased died about 7 p.m. Witness gave accused a good character.

Detective Sgt. Wilden and Sgt. Clemson spoke up to arrest the accused, after which the statement made by prisoner was put in. The accused stated that the third mate gave him an order which he was unable to carry out for want of a hammer and chisel, and he was then given another job after he went to tea and the words referred to above were used. He said he struck the deceased and then threw the knife with which he hit him overboard. Prisoner was committed for trial at the next Criminal Sessions.

SHIPPING AND MAILS.

MAILS DUE.

French (*Tonkin*) 20th inst.
Indian (*Kumang*) 22nd inst.
Canadian (*Tartar*) 29th inst.

The Imperial German Mail s.s. *Zittem*, which left here on 15th ult., arrived at Genoa on 13th inst.

The I. C. S. N. Co.'s s.s. *Kumiang* from Calcutta and the Straits left Singapore for this port on 14th inst., at 5 p.m.

TELEGRAMS.

[Private Telegram.]

HONGKEW WHARF DIVIDEND.

Messrs. Benjamin, Kelly and Potts kindly inform us that they have received a telegram from Shanghai advising them that the Shanghai and Hongkew Wharf Co., Limited, has declared a final dividend of Tls. 6 per share on Old shares and Tls. 3 per share on New shares.

[Reuter's.]

The War.

GIGANTIC RUSSIAN LOSSES.

LONDON, 13th March.

The Times St. Petersburg correspondent wires that General Kuropatkin has asked the Emperor's permission to transfer his command, owing to his need of rest.

Official Russian despatches record the loss of nearly five hundred guns, and over two hundred thousand men.

Later.

SIGNIFICANCE OF RECENT FIGHTING.

The newspapers emphasize the stupendous significance of the recent battle upon the history of the world. The Standard says there will be grave searchings of the heart in Germany, where the ambitions of Russia have been so studiously consulted, and every advance of Japan so stubbornly opposed. Great Britain rejoices unreservedly in the success of the people with whom she is associated by alliance and ties of common interest and sympathy. It pays a glowing tribute to Japanese statesmen, soldiers and sailors.

DARING BURGLARY IN HONGKONG.

AN AL FRESCO BANQUET.

Hongkong has again been visited by the burglar and his associates, and this morning "Idlewild" in Seymour Road, occupied by Mr. Ho Tung, was made the scene of his depredations. According to the information at present to hand, the family went to bed early after securing all the doors and windows. It is a question now, how the burglars gained admittance to the house, but the result of their efforts was only too evident this morning. At half-past three one of the Chinese servants awoke and casually wandered round the house. At that time everything was in order and the servant went back to bed. At six o'clock there was a commotion when it was discovered that the first floor of the house had been rifled. The story of the burglary is rather an amusing one—for those who have not lost their effects. How they entered is a question which would tax the abilities of Sherlock Holmes. No window was opened; no door was tried; but they got in and enjoyed themselves. First of all they tackled the drawing-room, and so far as can be found out, they took away 23 ornaments of silver the value of which is placed at \$500. Then they went into the dining-room, and apparently passed the trough as they secured through the window to a confederate. What they stole in the dining-room is still a matter of doubt. As a matter of fact, people do not, as a rule, classify their belongings, and the victim of this morning's robbery is like the rest of the world in that respect. It is certain, however, that the burglars had a free-and-easy time at "Idlewild." They broke the glass of the dining-room windows, and proceeded to have an *al fresco* banquet. The wine-press was entered and a jovial time ensued—at least it should have resulted according to all stories both ancient and modern. Every wine in the house was sampled, but the burglars managed to remain sober enough to get clear of the business. When the servants arose at six o'clock, they saw a pretty sight. The verandah was littered with bottles; the rooms were emptied of silver. Mr. Ho Tung being absent, the ladies of the house were asked what should be done. It appeared, on first examination, that at least \$500 worth of goods had been taken, including vases, coppers, and all the usual ornaments which adorn the house of the well-to-do. One of the best things taken was a silver replica of a Chinese procession, which would fetch a large amount of money in any Western country. The burglary was reported to the police at seven o'clock in the morning, and detectives were sent to scour Hongkong for the thieves. So far the result of their labours has been nil; in fact, the Chief of the Detective Staff said that nothing had been heard of the burglars. If they were ordinary men—taking the gang as three or four—they should have been helpless from liquor, but they got clear away and no traces have been found of their personality. From a police point of view the burglary is one of the most daring and audacious that has occurred in Hongkong for some time.

SHIPPING JETSA.

Mr. W. Wilson, manager of the Kowloon establishment of the Hongkong and Whampoa Dock Co., has returned from leave.

It is understood that the big floating dock at Tsingtau is expected to be finished in about three months. It will accommodate ships up to 500 feet in length and 100 feet in breadth.

The No. 3 dock of the Mitsui Bishi Yard at Nagasaki, which was recently completed, has been opened. This dock has taken three years to construct, work having begun in March 1902. The new dock is said to be the largest east of Suez. It can accommodate a vessel of 32,000 tons, 714 feet long, 82 feet wide, and 34 feet draught.

GREAT SHIP FOR ORIENTAL TRADE.

ARRIVAL OF THE "MINNESOTA"

Owing to the very thick fog hanging over the harbour to day the big freighter *Minnesota* crept almost unobserved to her buoy this afternoon and disappointed members of the shipping community who were patiently awaiting the arrival of the vessel that is destined to take to the United States the wealth of the Orient in cargoes equal to one hundred train loads of twenty-five cars per train on each round-trip voyage of fifty days. The displacement of the Great Northern S.S. Co.'s new ship is 14,000 tons greater than that of the famous *Great Eastern* 16,000 tons greater than that of the *Kaiser Wilhelm der Grosse*, and 12,000 tons greater than that of Germany's great vessel, *Kaiser Wilhelm II.*; but its net dead weight cargo capacity is not far from double that of either of the three vessels named. The greater depth of the *Minnesota*, and the economy of its internal arrangement for the accommodation of cargo, in both of which particulars it has no parallel, make it by far the greatest cargo-carrier designed or built for ocean transportation.

Primarily designed as a cargo-carrier, the *Minnesota* has the most modern accommodation for passengers and in some respects the finest passenger equipment in the world. It has accommodations for 175 first-cabin passengers, 110 second-cabin, 70 third-cabin, and 2,400 steerage passengers or troops, making a total of 2,755 berths, in addition to berths for a staff of 48 officers and a crew of 230 men. Every room for first, second, and third-class passengers is located above the weather deck, in deck-houses, as near amidships as possible. Each room is fitted with a large window, with ventilator top, and all are outside rooms. Every room opens from a side passage which supplies light and air, and berths are placed fore and aft. Dining-salons, library, ladies' boudoir smoking-rooms, barber shops, and commodiously furnished halls meet the latest modern requirements. The sanitary system equals the best shore installations. Fresh and sea water, hot or cold, is delivered to all parts of the ship. Porcelain lavatories are used throughout. All the living spaces are ventilated, artificially as well as naturally, the air being cleaned, in summer cooled, and in winter tempered, before it is delivered to the room. The vessel is equipped with a well-arranged electrically operated steam laundry, the finest plant of the kind on any merchant vessel.

The electric plant is the first and largest ever placed on board an ocean vessel. All of the auxiliary machinery and appliances outside of the machinery space, except the windlass, are electrically operated. The ventilating apparatus, the refrigerating machines, the steering-gear, the warping-caps, the winches for handling cargo, the heating and the lighting, are all electrically operated. There are more miles of electric wiring on the *Minnesota* than upon any other vessel yet designed. For the handling of cargo, there are two winches and two boms at each hatch, thirty-four steel boms in all, some of them fitted to lift weights of from thirty to fifty tons. The thirty-four winches for handling cargo are all electrically operated. The vessel is fitted with an electric whistle control, electric cooking apparatus, telephone system, and electric operation of dumb-waiters and elevators, of call-bells and alarm-signals.

The refrigerating plant and cold-storage room for cargo are notably interesting. There is one hold, completely insulated, devoted to carrying frozen meat, with a capacity of two thousand five hundred tons. Separate compartments are provided for butter, milk, fish, eggs, flour, vegetables, wines, silks, and bonded goods. An ice-making tank supplies cool water to drinking fountains throughout the ship. Two thirty-ton ammonia compressors, located in a house on deck, are driven by a seventy-five-horse-power electric motor. The cooling power of each compressor is equal to the melting of thirty tons of ice in twenty-four hours.

The *Minnesota* is the first ocean-going American steamship to be fitted with water-tube boilers. Four of the sixteen boilers in her are to be provided with automatic stokers and screw ash conveyors, the first installation of mechanical stokers on an ocean-going cargo and passenger ship. Coal bunkers have a capacity for 6,000 tons, sufficient to amply provide the great carrier for long journey, if necessary, for an 8,000-mile voyage. The normal speed is 14 knots, with an average of probably 12 knots under a heavy cargo in bad weather.

The anchors weigh 8½ tons, and the cable over eighty-five tons. The great steel rudder weighs 40 tons and the twin screws have a diameter of 20 feet. There are 23 cargo hatches, and 20 side cargo ports for receiving and dispatching freight, which is handled by 40 cargo derricks. Above the five continuous decks, three upper decks rise to a height, at the captain's bridge, of eighty-eight feet above the keel. The *Minnesota*'s cargo capacity is more than double that of the largest recent cargo and passenger vessels constructed in American yards, like *Kronland* and *Finland*, built at the Cramp shipyards, or the *Korea* and *Siberia* constructed at Newport News. She has not far from double the tonnage of the new modern creations, the *Minnekahda* and the *Minnedora*, the product of the New York shipyards. It has six times the cargo capacity of any vessel now on the Pacific coast. With a cargo equal to that of one hundred railway-train loads of twenty-five cars each, or of a single train seven miles long, it is plainly seen that such a giant carrier, possessing an aggregate cargo capacity equal to that of a fleet of half a dozen ordinary vessels, will take to the commerce of Puget Sound with the Orient progress at rapid bounds.

CHINA SUGAR REFINING CO.

GIGANTIC PROFITS.

OVER 50 PER CENT IN A SINGLE YEAR.

The following is the report for presentation to the shareholders of the twenty-seventh annual general meeting, to be held at the offices of the general agents, at noon on Thursday, 23rd inst.:

The general agents beg to submit to shareholders their report on the company's business for the year 1904 with a statement of accounts to 31st December last.

The refineries were actively employed during the year, and in consequence of the general advance in sugar remunerative prices were obtained in all the consuming markets. The sum at credit of profit and loss account is \$1,103,812.75, from which has to be deducted \$100,000 paid as an interim dividend on 29th August last, leaving for appropriation \$1,003,812.75, which the general agents and consulting committee recommend should be dealt with as follows, viz.:

To write off Squalor property..... \$ 50,000.00
" pass to Equalization of dividend fund..... 450,000.00
" appropriate to repairs a d renewals account..... 150,000.00
" bonus to staff..... 11,000.00
" final dividend of \$15 per share..... 300,000.00
" carry forward to next account..... 42,812.75
\$1,003,812.75

Consulting Committee.—Mr. R. C. Wilcox resigned his seat on his departure from the Colony, and Mr. A. J. Raymond was invited to join the board in his place.

The consulting committee now consists of Sir Paul Chater, C.M.G., and Messrs. A. G. Wood, E. Shellim and A. J. Raymond, who offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. Thos. Arnold and W. H. Potts, who offer themselves for re-election.

JARDINE, MATHESON & Co., General Agents.
Hongkong, 8th March, 1905.

The accounts are as follows:—

Capital and Liabilities.
Paid-up capital..... \$2,000,000.00
Sundry creditors..... 296,697.41
Balance of profit and loss account..... \$1,103,812.75
Less interim dividend @ 5% paid on 29th August, 1904..... 100,000.00
1,003,812.75

\$3,300,510.16

Assets.

Property account consisting of—
East Point Refinery..... \$1,581,209.03
Hawtins Refinery.....
Sawtoe Refinery.....
Hongkong Distillery.....
Cash..... 3,271.29
Hongkong and Shanghai Bank..... 26,292.98
Raw and refined sugar, &c..... 782,727.52
Spirits and rum..... 4,821.17
Charcoal, coal, stores, &c..... 226,119.91
Sundry debtors..... 250,413.97
Shipments..... \$839,855.91
Less advances..... 414,923.62
424,932.29
\$3,300,510.16

PROPERTY ACCOUNT.

To Balance at debit on 31st Dec. 1903..... \$1,512,262.05
" New buildings and machinery..... 38,946.98
\$1,581,209.03

By Balance at date..... \$1,581,209.03

PROFIT AND LOSS ACCOUNT.

To Balance of profit and loss account brought forward from last year..... \$ 147,717.30
" Commission..... 83,326.65
" Remuneration to consulting committee..... 2,500.00
" Auditors' fees..... 750.00
234,793.95
" Interim dividend at \$5 per share, paid 29th Aug., 1904..... 100,000.00
334,793.95
" Net balance..... 1,003,812.75
\$1,338,167.60

By Gain on working..... \$1,337,297.43
" Interest..... 814.27
\$1,338,167.60

Hongkong, 8th March, 1905.

JARDINE, MATHESON & Co., General Agents.

We have examined the books and vouchers of the company, and certify that the above statements are in accordance therewith.

THOS. ARNOLD, W. HUTTON POTTS, Auditors.

"THE GIRL FROM KAYS."

AT THE THEATRE ROYAL.

The performance of "The Girl from Kays" by the Dallas-Bandmann Opera Company has been attracting very large audiences to the Theatre Royal, and when, to-morrow evening, the company state that light and fascinating opera "The Girl from Kays," the Hongkong public will doubtless turn out in large numbers to witness the first performance of the piece in the Colony. From what we recollect of the piece at home it is hard to discover any plot in the play, the attention of the audience being centred more on the capital songs and dances which centre round the story. What tale there is to be told seems to be woven around a misunderstanding between a man and his wife. Harry Gordon, a young stockbroker, marries Nora Chalmers, the daughter of a somewhat giddy father and staid serious mother, but on his wedding morn, just after the ceremony has been completed, Winnie Harborough, "The Girl from Kays," brings home a hat for the bride and Harry not only discovers that she is an old theatrical flame of his, but kisses her just as his wife enters the room. A quarrel ensues which lasts well into the honeymoon; spent at Flacton-on-Sea, where further complications occur, Harry at length taking Winnie to dinner at the Savoy, while Hoggensbelder, the millionaire, takes off Nora in the same way. Here a reconciliation is effected, and the various parties sort themselves out and settle down to dinner, love and matrimony. The play goes with the proverbial swing and from first to last there is not a dull moment.

NAVAL NOTES.

H.M.S. ships *Glory*, *Centurion*, *Andromeda* and *Suley* will leave port for Mira Bay on the 21st inst., and remain away for nine or ten days.

A boat race which caused a great deal of excitement amongst the fleet was pulled off last evening between a stokers' whalers crew of the *Andromeda* and a seamen's crew of the *Albion*, the latter being the favourites. The *Andromeda* however secured an easy win beating the *Albion*'s crew by 31 strokes over a three-mile course.

LUZON SUGAR REFINING CO., LD.

WORK TO BE RESUMED.

The report for presentation to the shareholders at the twenty-third annual general meeting, to be held at the offices of the general agents, at 12.30 p.m. on Thursday, 23rd inst., reads:—

The general agents beg to submit a statement of accounts for the year ending 31st December last.

The refinery remained silent during the whole of the year under review, there being no outlet for its sugars; but as prospects have lately somewhat improved, arrangements have been made to resume work at an early date.

Inclusive of \$73,905.88 brought forward from the year 1903, the balance at debit is \$85,987.63, which is carried forward to next account.

Consulting Committee.—Mr. J. H. Lewis resigned his seat on his departure from the Colony, and Mr. H. P. White was invited to join the committee in his place; the committee now consists of Mr. A. G. Wood and Mr. H. P. White, who offer themselves for re-election.

Auditor.—The accounts have been audited by Mr. Thos. Arnold, who offers himself for re-election.

JARDINE, MATHESON & Co., General Agents.
Hongkong, 8th March, 1905.

The accounts are:—

CAPITAL ACCOUNT.
Liabilities.
Capital account..... \$700,000.00
Jardine, Matheson & Co.'s current account..... 50,656.04
Sundry creditors..... 683.93
\$751,339.97

Assets.

Property account..... \$629,642.41
Cash..... 166.29
Coal, charcoal, stores, &c..... 35,014.67
Accounts receivable..... 528.95
\$665,352.34

Profit and loss account..... \$85,987.63

By balance..... \$85,987.63

Hongkong, 26th January, 1905.

JARDINE, MATHESON & Co., General Agents.

I have compared the above statements with the books and vouchers of the company, and with the returns received from Manila, and have found the same in accordance therewith.

THOS. ARNOLD, Auditor.

THE VICEROY AND CANTONESE OFFICIALS.

STERN MEASURES ADOPTED.

[From Our Own Correspondent]

Canton, March 13th.

Since his unexpected return to the city the Viceroy is making things rather hot for some in Canton. A good many thought he would not come back at all, while others, more hopeful, were looking forward to a triumphal entry into the city after Kwangsi had been conquered. But the Viceroy dropped down suddenly. The people and many an official were surprised, and it is rumoured that His Excellency came quietly because he was afraid of being surprised. When he returned last time a shot was fired which disturbed his peace of mind. He would take no second risk, so it is said. After his formal calls he has been looking into matters and taking a good many subordinates to task. One of these unfortunate was the Mr. Li who succeeded in making the boat people in the late strike resume their business. The Viceroy has inquired into the matter and has set the thing right according to Chinese logic. He reasoned in this way. Mr. Li was the man, and the only man, to whom the boatmen would listen. At Mr. Li's request they gave up the strike and went back to their work. Therefore Mr. Li must have been the man who induced the boatmen to strike. So Mr. Li was guilty of a great crime and to make things right Mr. Li must lose his head. And now his head swags in a little basket near the place where the strikers made a stand. Another yamen underling is sitting at the Viceroy's yamen entrance. The usual charge for a certain kind of petition to the Viceroy is four taels. The Viceroy found that this individual had been charging more than the four taels and as a punishment he must wear the collar for one month. Many others have come under the Viceroy's displeasure. Every Chinese wears a little knob on the top of his cap. The knob is usually made of cord and beads black or red in color. For some time young men have been making a change and wearing very small glass buttons of different colors. These buttons are not unlike the mandarin buttons but much smaller. The Viceroy sees in this change an attempt to ape official rank or lower the dignity of the official and has forbidden the use of these buttons. It is said that some have been beaten for wearing them and others have been severely rebuked. Then the Viceroy has come down on the wearing of yellow coats and large spectacles, the former because it is the imperial color and the latter because many ignorant men wish to pass themselves off for scholars. These things seem very trivial to foreigners but the Chinese are taking them very seriously. It is strange that with so many matters of importance on hand the Viceroy should find time for such minor matters.

NEIGHBOURLY AMENITIES.

LINEN IN COURT.

At the Magistracy this morning, before Mr. H. H. J. Compert, Mr. John Allen charged H. Locke, with disorderly conduct and damaging property to the extent of 38s in the premises jointly occupied by the parties in Wild Dell Buildings, on Saturday last. Mr. G. K. Hall Bratton appeared for the prosecution, the defendant being unrepresented.

It appears that there had been some disturbance and dispute over the use of a kitchen, and the defendant ordered complainant to take his things away. This he refused to do, and later in the day defendant threw the stove and funnel, table, shelves, cooking utensils, and crockery outside, with the result that they were damaged and broken, and complainant was unable to get his dinner cooked that day, and had to go out and procure it at an hotel. Ada d'Alguana, housekeeper to the complainant, testified to the above facts, adding that she saw the defendant throwing the things out of the kitchen and rendering them useless. Defendant was very abusive, and witness sent for the police, and also sent the boy, to call the complainant. A boy, employed by the owner of the houses at Wild Dell as watchman, remembered seeing the stove moved outside the kitchen, but did not see who moved it.

For the defence, Sergeant Lee was called and said that on the evening in question he was called to the third floor of the house and found a stove and some plates strewn on the ground outside the kitchen. The housekeeper said the stove was broken, but witness could not see any breakage. The plates and crockery were intact.

A boy employed in the house remembered some things being removed from the kitchen on the third floor, and said the defendant took the stove to pieces and after he had done so asked witness to help him to move it outside. The defendant then locked the door. When the defendant asked him to run over the stove he did so very carefully.

Defendant said that the landlord had told him that the kitchen belonged to his own flat, and he wanted to use it, and he asked complainant if he wanted the use of the room, and was told that he would not let defendant have it there were ten such vacant places in the premises. The trouble had all been caused by certain remarks defendant admitted he had made. His Worship eventually held that defendant had behaved in a disorderly manner, and done an act likely to lead to a very serious breach of the peace, and he must be bound over in a personal bond of \$100, to be of good behaviour for three months.

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Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.

AND
CHINA MUTUAL STEAM NAV. CO., LTD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"OANFA"	17th March.
GLASGOW and LIVERPOOL	"KAISOW"	25th March.
GLASGOW and LIVERPOOL	"AGAMEMNON"	28th March.
GLASGOW and LIVERPOOL	"JASON"	1st April.
GLASGOW and LIVERPOOL	"LAERTES"	8th April.
GLASGOW and LIVERPOOL	"DARDANUS"	8th April.
GLASGOW and LIVERPOOL	"CHINGWU"	15th April.
GLASGOW and LIVERPOOL	"TELEMACHUS"	17th April.
GLASGOW and LIVERPOOL	"DIOMED"	21st April.
GLASGOW and LIVERPOOL	"CALCHAS"	29th April.

S.S. "Oanfa" left Singapore p.m. on Saturday and may be expected to arrive here 17th inst.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
*GENOA, MARSEILLES & L'POOL	"PATROCLUS"	16th March.
AMSTERDAM, LONDON & ANTWERP	"ACHILLES"	28th March.
AMSTERDAM, LONDON & ANTWERP	"MACHAON"	11th April.
*GENOA, MARSEILLES & L'POOL	"ALCINJUS"	20th April.
AMSTERDAM, LONDON & ANTWERP	"AGAMEMNON"	5th April.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"OANFA"	18th March, p.m.
all PACIFIC COAST PORTS, via		
NAGASAKI, KOBE and YOKOHAMA	"TELEMACHUS"	20th April.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 15th March, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"HANGHONG"	16th March.
SHANGHAI	"HANGHONG"	18th "
MANILA	"ZEA"	21st "
KOBE	"CHIN"	21st "
CHEFOO and TIEN SIN	"KANST"	25th "
CEBU and ILOILO	"SUNGKIAN"	28th "
MANILA, PORT DARWIN, THURS-		
DAVISLAND, COOKTOWN, CAIRNS,	"CHINGWU"	7th April.
TOWNSVILLE, BRISBANE, SYDNEY		
and MELBOURNE		

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 15th March, 1905.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 18th March, at 10 A.M.
RUBI	2540	A. H. Netley	"	SATURDAY, 25th March, at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 11th March, 1905.

AMERICAN ASIATIC STEAMSHIP
COMPANY.

FOR NEW YORK via SUEZ CANAL

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS.

Steamship	Tons	Captain	To Sail at Daylight on
"NICOMEDIA"	4,370	Wagner	March 31st, 1905.
"NUMANTIA"	4,370	Brehmer	April 10th, "
"ARABIA"	4,483	Bahle	May 11th, "
"ARAGONIA"	5,198	Schuldt	May 30th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

Hongkong, 10th February, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,FOR
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NICOMEDIA"	4,370	Wagner	March 31st, 1905.
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United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

Hongkong, 10th February, 1905.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

THE AMERICAN SYSTEM

OF
DENTISTRY.

M. H. CHAUN, D. D. S.,

37, DES VŒUX ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.

From 1st JANUARY, 1905.

ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light. First Class Accommodation, at a
rivalled Table. Duly qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1905.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain
"KWONG CHOW" 1,300 | J. P. MARTIN. || "KWONG TUNG" | 1,338 | H. W. WALKER. |

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).
Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).
These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.

Passage Fare—Single Journey ... \$1
Meals \$1 | each. |
The Company's Wharf is a short distance
West of the Harbour Master's Office.SHU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

HONGKONG-MACAO LINE.

S.S. "WING CHAT,"

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 6.30 P.M.
FARES:—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single,
50 cents; Return, 50 cents; 3rd Class, 10 cents.
TIFFIN and DINNER can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$1.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.MING ON & Co.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904.

SHEWAN, TOMES & Co.

FOR KOBE.

THE Steamship

"HUGIN"

will be despatched for the above Port, on or
about FRIDAY, the 17th instant, at 4 P.M.

For Freight, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 14th March, 1905.

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Company's Steamship

"MERIONETHSHIRE."

C. H. Burch, Commander, will be despatched for
the above Ports, on or about MONDAY, the
20th March.This Steamer has Superior Accommodation
for Passengers.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 27th February, 1905.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, SHANGHAI AND RANGOON.

THE Company's Steamship

"ZAIDA,"

Captain G. M. Symmers, will be despatched as
above, on TUESDAY, the 21st inst., at Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 13th March, 1905.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,via PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"SAINT FILLANS" 23rd | March, 1905. || "LOWTHER CASTLE" | 18th | April, " |

For Freight and further information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 9th March, 1905.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENGLOE"

will be despatched for the above Ports, on
MONDAY, the 27th instant.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 14th March, 1905.

Consignees.

FROM HAMBURG, BREMEN, ROT-
TERDAM, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"NASSOVIA."

Captain Cantigny, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless notice
to the contrary be given before TO-DAY.Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
and stored at Consignees' risk and expense.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 20th instant will be
subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 20th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 13th March, 1905.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO',
LONDON AND STRAITS.

THE Steamship

"GLENESK,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Company, Limited, at
Kowloon, where each consignment will be
sorted out mark by mark, and delivery can be
obtained as soon as the Goods are landed.Goods not cleared by the 16th instant will
be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Company within
ten days after the steamer's arrival, after which
no claims will be recognised.MCGREGOR BROS. & GOW.
Hongkong, 9th March, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NUIMA,"

FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.This vessel brings on Cargo:—
From London, &c., ex S.S. China.
From Calcutta, ex S.S. Sumatra.
From Persian Gulf, &c., ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.Optional Goods will be landed here unless
instructions are given to the contrary before
6 P.M., TO-DAY.Goods not cleared by the 17th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees'
and the Company's representative at an
appointed hour.All claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No claims will be admitted after the goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 10th March, 1905.

Intimations.

WHY NOT THE BEST?

SEVEN GRAND PRIZES

AWARDED TO

SINGER SEWING MACHINES

AT THE

ST. LOUIS EXPOSITION.

SHOW-ROOMS:—1, WYNDHAM STREET.

Cash or Easy Monthly Payments.

Hongkong, 28th January, 1905.

FURNITURE WAREHOUSE.

LI KWONG LOONG,

李廣隆

CABINET-MAKER AND ART DECORATOR,
from Shanghai, has opened a
FURNITURE STORE
at
No. 45, DES VŒUX ROAD CENTRAL.
The only Shop in Hongkong with this name.WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.Has been patronised by the Hongkong Club,
Hongkong Hotel, Messrs. A. S. Watson & Co.,
Ld., Joint Telegraphs Cos., and other leading
Establishments in the Colony, to whom refer-
ence may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.Messrs. A. S. Watson & Co., Ld. write as
follows:—
"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satisfac-
tion."(Sd.) A. S. WATSON & Co., Ld.
ORDERS punctually attended to, and
CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th December, 1904.

TSANG FOO & CO.,

COAL MERCHANTS AND STEVEDORES,
48, DES VŒUX ROAD.SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.

Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1904.

Intimations.

THIS DWARF RAZOR has superseded
the old fashioned clumsy Razor and by
its use Shaving becomes a pleasure. It is
manufactured in Sheffield, England, from a
special amalgam of steel which makes imita-
tion impossible, and in consequence it enjoys
the largest sale of any Razor in the World.
Thousands of Testimonials testify that the
little "MAB" is the finest shaving implement
ever produced.Will be mailed to any address on receipt of
the price (\$2), post free.To be obtained from THE MUTUAL STORES,
WATKINS, LIMITED, and all first-class stores
in the Colony.Sole Agents for Far East, HOWARD & Co.,
79, Des Vœux Road, Central, Hongkong.

Agents wanted in every port.

For particulars and terms, apply to—
HOWARD & Co.

Hongkong, 24th November, 1904.

ESPECIAL OLD TOM GIN.

Marshall and
Elvy'sDOUBLY DISTILLED
AND OF
MATURED AGE.TO BE OBTAINED FROM—
THE MUTUAL STORES,
Des Vœux Road.

Hongkong, 11th May, 1904.

WEISMANN, LTD.

(CAFÉ WEISMANN.)

THE place par excellence in Hongkong
for Refreshments of all descriptions.Facing the Post Office, Queen's Road,
Central.Everything of the best; prepared and
served under entirely European Manage-
ment.

See our Grand Christmas Display.

Cakes, Bonbons and Confectionery of all
kinds made to customers' own order and
design.

Send or Bring Your orders.

We guarantee satisfaction.

The Weissmann Most Up-to-date Café
in the Orient.

Hongkong, 17th December, 1904.

THE NEW FRENCH REMEDY

TRADE MARK

THERAPION No. 1

This successful and highly popular remedy, used in the
Continental Hospitals by Kien, R

Mails.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "OCEANIC."

Captain Oliver, will be despatched for MARSEILLES on TUESDAY, the 21st March, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *TOURANE* 4th April.

S.S. *TOKIN* 18th April.

S.S. *DUMBEA* 2nd May.

L. BRIDOU,

Acting Agent.

Hongkong, 8th March, 1905. [7]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for ADEN, PERSIAN GULF, CONTINENTAL, AMERICAN CAN and SOUTH AFRICAN PORTS.)

THE Steamship "MALTA,"

Captain R. A. Peters, carrying His Majesty's Mails, will be despatched from this for HONGKONG, on SATURDAY, the 25th March, at Noon, taking Passengers and Cargo to 15,000 tons in connection with the Company's S.S. *Marmara*, 10,500 tons, from Colombo, Passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Hongkong by the R.M.S. *Egypt*, due in London on the 6th May.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,

Acting Superintendent.

Hongkong, 10th March, 1905. [12]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 7th March, 1905. [9]

TO LET.

NO. 1, STEWART TERRACE, THE PEAK.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. [70]

TO LET.

SIX FIRST-CLASS EUROPEAN HOUSES in Observatory Road, Tsing

Tsai, Kowloon. Each with five spacious

well-ventilated living rooms, two bath rooms,

kitchen, garden, tennis courts, servants' quarters,

water, gas, electric lights and bells.

Moderate Rental. Possession on or about

1st April, 1905.

Apply to—

ARRATTON V. APCAR & Co.,

45, Wyndham Street.

Hongkong, 6th January, 1905. [306]

A FOOK & Co.,

12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS

AND COMPRADORES, COAL MERCHANTS

AND STEVEDORES OF SIXTY YEARS STANDING.

ALL kinds of Provisions, Coal, Water and

Ballast supply from alongside at the

shortest notice and with all possible dispatch.

Moderate terms.

Orders solicited.

Hongkong, 23rd February, 1905. [62]

For Sale.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.
\$2.70 per Bag 250 lbs. net ex Factory.

General Managers,

Hongkong, 7th March, 1905. [50]

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1905. [57]

LEVY HERMANOS.

DIAMOND, JEWELLERS, WATCHMAKERS.

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD,

Watson's Building.

511

FOR SALE.

INCANDESCENT GASOLINE LAMPS

OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &c., for GASOLINE AND GAS LAMPS

at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [54]

To Let.

TO LET.

HOUSE in CLIFTON GARDENS, Conduit Road, from 1st July.

Apply—

THE MEDICAL HALL.

Hongkong, 14th March, 1905. [366]

TO LET (UNFURNISHED)

4 ROOMS with BATHROOMS, suitable for Bachelors, in Queen's Road Central.

Apply—

C/o Hongkong Telegraph Office.

Hongkong, 6th March, 1905. [328]

TO LET.

A BUILDING at CAUSEWAY BAY, at present in occupation of the Steam Laundry Co., Ltd.

No. 1, RIPON TERRACE.

A HOUSE in WONG NEI CHONG ROAD.

FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 7th March, 1905. [9]

TO LET.

NO. 1, STEWART TERRACE, THE PEAK.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. [70]

TO LET.

SIX FIRST-CLASS EUROPEAN HOUSES in Observatory Road, Tsing

Tsai, Kowloon. Each with five spacious

well-ventilated living rooms, two bath rooms,

kitchen, garden, tennis courts, servants' quarters,

water, gas, electric lights and bells.

Moderate Rental. Possession on or about

1st April, 1905.

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ARRATTON V. APCAR & Co.,

45, Wyndham Street.

Hongkong, 6th January, 1905. [306]

A FOOK & Co.,

12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS

AND COMPRADORES, COAL MERCHANTS

AND STEVEDORES OF SIXTY YEARS STANDING.

ALL kinds of Provisions, Coal, Water and

Ballast supply from alongside at the

shortest notice and with all possible dispatch.

Moderate terms.

Orders solicited.

Hongkong, 23rd February, 1905. [62]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & PORTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT.		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$8,000,000 \$250,000	\$1,493,408	Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/16=\$25.46 for second half-year 1904	5 1/2 %	\$740 sales London 77 1/2
National Bank of China, Limited	99,025	£7	£7	\$175,533 \$191,973	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	\$36 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 \$1,739	\$150,494	\$17 for 1903	6 1/2 %	\$280 buyers
China Traders' Insurance Company, Limited	14,000	\$83.33	\$25	\$950,000 \$151,992 \$364,166 \$371,445	Nil.	\$4 1/2 for year ended 30.4.1904	7 1/2 %	\$58 1/2 sales
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Final of 10/- making £1 for 1903	8 %	Tls. 95
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 \$20,000 \$17,749 \$893,111 \$846,773	\$2,078,997	\$35 for 1903	5 %	\$695
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,794	\$486,284	\$12 for 1902	7 1/2 %	\$160
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$125,675 \$2,561	\$329,047	\$6 dividend & \$1 bonus for 1903	8 1/2 %	\$86 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,501	\$360,372	\$34 for 1903	10 1/2 %	\$315 sellers
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	none	Dr. \$63,123	\$5 for 1900		\$22 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$80,935 \$250,000	Nil.	\$3 for year ended 30.6.1903	6 %	\$34 sales
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$600,000 \$158,444	\$26,160	\$1 for second half-year 1904	10 %	\$26 1/2
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	£205,000 £100,000	£5,853	10/- for 1903 @ 1/10 5/16=\$5.378	4 1/2 %	\$122
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	9 %	Tls. 52 sales
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	£400,000 £4,116	£58,852	Interim of 1/- (Coupon No. 5) for 1904	7 1/2 %	Tls. 50 sales
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$60,000 \$15,093	\$1,287	\$1.80 & b. 40 cts. for year ending 30.4.04	5 1/2 %	\$37 1/2 sellers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$400,000 \$21,075 \$18,000 \$130,153	\$33,648	\$5 for 2nd 1-year making \$13 for 1903	10 %	\$130 sellers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 102,000 Tls. 212,614	Tls. 6,190	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904	10 1/2 %	Tls. 30
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904		\$227 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897		\$25 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	4 1/2 %	Tls. 54 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£40,000	£7,820	No. 3 of 1/6		Tls. 7 1/2 sales
Oriental Consolidated Mining Company, Limited	50,000	G \$10	G \$10	none	G \$672,093	50 cents making G. \$1 for 1904	5 1/2 %	G \$17 1/2 sales
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	£4,873	Dr. £4,029	No. 12 of 1/-=48 cents		\$4
DOCKS, WHARVES & GODOWNS.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903		\$490
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000 \$58,473 \$10,000	\$10,517	\$3.75 for 1903	9 1/2 %	\$40 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	\$250,000 \$33,500	\$29,422	Final of \$2 1/2 making \$5 for 1904	4 1/2 %	\$105 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$33,500	\$49,289	\$6 dividend and \$1 bonus for 2nd half- year 1904	6 1/2 %	\$207 sellers
Howarth Erskine, Limited	17,000	\$100	\$100	\$60,000		\$10 div. & \$5 bonus for year end. 30.6.04	7 1/2 %	\$120
New Army Dock Company, Limited	6,000	\$6 1/2	\$6 1/2	\$55,500	\$489	\$10 div. 1903	4 1/2 %	\$25 sellers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$40,936	\$10 div. and \$2 1/2 bonus for 1903	6 1/2 %	\$200 buyers
S. C. Farham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	\$7 dividend	8 1/2 %	Tls. 145 buyers
Shanghai and Hongkew Wharf Company	33,000	Tls. 100	Tls. 100	Tls. 487,110	Tls. 22,895	Tls. 5 interim for 1904 1/2	7 1/2 %	Tls. 147 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$2,100,000	\$43,712	\$6 for first half year 1904	3 1/2 %	\$60 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903	5 1/2 %	Tls. 190 sales
LANDS, HOTELS & BUILDINGS.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,089	\$4 1/2 for year ended 30.6.1904	8 %	\$32 sales
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000 \$100,000	Tls. 655	Interim of Tls. 4	6 %	Tls. 150 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$11,824 \$20,000	\$11,668	\$5 for first half-year 1904	7 1/2 %	\$142 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$250,000	\$37,875	Final of \$6 making \$12 for 1904	9 %	\$127 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	4 1/2 %	Tls. 10 1/2 sellers
Humphreys Estate & Finance Company, Limited	100,000	\$10	\$10	\$200,994 \$50,000	\$11,958	90 cents for 1904	7 1/2 %	\$12
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	none	\$377	\$3 for 1904	8 1/2 %	\$38 buyers
Kowloon Land Investment Company, Limited	54,000	Tls. 50	Tls. 50	Tls. 828,813 Tls. 170,000	Tls. 40,066	Tls. 3 final and Tls. 2 bonus making Tls. 8 for 1904	8 %	Tls. 115
COTTON MILLS.								
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Tls. 5 for 1904	10 %	Tls. 50
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 57,626	Tls. 735	Final of Tls. 4 making Tls. 7 for 1903	5 1/2 %	Tls. 127 1/2
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None		Tls. 12 buyers
West Port Building Company, Limited	12,500	\$50	\$50	none	\$1,247	Final of \$1.70 making \$3.20 for 1904	5 1/2 %	\$55 buyers
CIGARS AND TOBACCO COS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	15 %	Tls. 27 1/2 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$22,862	50 cents for the year ending 31.7.04	3 %	\$14 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 500,000 Tls. 35,227	Tls. 13,629	Interim of 3 % a/c 1898		Tls. 25
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 % a/c 1898 on 6,000 shares		Tls. 25
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 8,115	Tls. 22,050	4 % for 1897		Tls. 150
MISCELLANEOUS.								
A. S. Watson & Co., Limited	90,000	\$10	\$10	Tls. 24,820 \$250,000 \$25,000	Tls. 1,091	Final of Tls. 6 making Tls. 9	13 1/2 %	Tls. 67
Bell's Asbestos Eastern Agency, Limited	8,664	12/6	12/6	none	\$2,883	Interim of 50 cents for 1904	8 %	\$12 1/2 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$55,000	\$166	6d. per share for 1903	5 %	\$4
Central Stores, Limited	6,000	\$15	\$15	\$20,000	\$1,253	\$3 for 1903	7 1/2 %	\$21 sellers
Do. (Founders)	123	\$15	\$12	\$20,000	\$1,253	Interim of \$1.20 for 1904	14 1/2 %	\$12 sellers
Do. (New Issue)	24,000	\$12	\$12	none	Nil.	None		\$100
China-Romero Cotton, Limited	60,000	Tls. 50	Tls. 50	Tls. 25,000	Nil.	Preferential of 7 per cent for 1904	2 %	\$7 1/2 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Nil.	60 cents for 1903	4 1/2 %	\$14 sales
China Light and Power Company, Limited	30,000	\$10	\$10	none	Tls. 1,942	Tls. 6 for 1903	8 %	Tls. 74 sales
China Provident Life & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,253	None		\$10
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$8,000	\$1,253	None		\$8 1/2 sales
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 152,318	None		\$12 buyers
Fraser and Neave, Limited	4,500	\$50	\$50	\$112,500	\$2,706	Tls. 5 for 1902	7 1/2 %	Tls. 10 buyers
Green Island Cement Company, Limited	100,000	\$10	\$10	\$400,000	\$95,054	\$5 div. and \$2 1/2 bonus for 1903	7 1/2 %	\$101
Do. (New Issue)	50,000	\$10	\$10	\$25,000	\$5,054	\$2 for 1904	7 1/2 %	\$26 sales
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000 £23,199 £3,000	\$13,104	First Year		\$16 sales
Hongkong & China Gas Company, Limited	7,000	£10	£10	£23,199 £3,000	£7,025	Interim of \$1	14 %	\$17 1/2 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	£1 div. and 2/- bonus for 1903	7 1/2 %	\$160 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$5,795	\$1.00 for year ending 30.4.1904	6 1/2 %	\$16
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$50,000	\$5,356	50 cents for year ending 30.11.1904	8 %	\$10
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	Final of \$13 making \$17 for 1904	7 1/2 %	\$22 sellers
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$25,500	\$299	\$10 for 1903	6 1/2 %	\$155 sellers
Katz Brothers, Limited	10,000	\$100	\$100	\$375,000	\$21,582	Final of 70 cts. and 50 cts. bonus making \$1.50 for the year ended 30.9.04	10 1/2 %	\$12 1/2 sales
Lane, Crawford & Co., Limited (Shanghai)	4,500	\$100	\$100	\$375,000	\$21,582	\$13 for 1903	9 1/2 %	\$135 buyers
Maatschappij tot Mijn. Bosch en Landbouw exploitatie in Langkat, Limited	25,000	Ga. 100	Ga. 100	Tls. 578,210 Tls. 10,465	Tls. 35,849	Interim of \$5	8 1/2 %	\$10 sales
Maynard and Company, Limited	4,500	\$10	\$10	none	\$803	1st quarterly of Tls. 7 1/2 paid 15.3.05	12 %	Tls. 250 ex div.
S. Moutrie & Company, Limited	4,000	\$50	\$50	\$5,000	\$832	\$2 for year ended 31.10.1903	8 %	\$25
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	None	Dr. \$5,537	Final of \$3 making \$5 for the year ending 30.6.04	9 %	\$55 sales
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 108,172	Tls. 7,548	None		\$50
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 10,247	Tls. 10,247	Final of Tls. 5 making Tls. 8 1/2 for 1904	8 %	Tls. 105
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,968	Tls. 5 for 1903	5 1/2 %	Tls. 88 sales
Shanghai Waterworks Company, Limited	7,000	£20	£20	Tls. 14,000	Tls. 6,968	Final of Tls. 8 making Tls. 14 for 1904	9 1/2 %	Tls. 147 1/2
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$820	Interim of 15/- for 1904	6 %	Tls. 430 sales
South China Morning Post, Limited	6,000	\$25	\$25	none	\$39,020	\$5 for year ended 31.7.1903	6 %	\$80
Steam Laundry Company, Limited	5,000	\$5	\$5	none	Dr. \$39,020	None		\$22 sales
Straits Ice Company, Limited	10,000	\$5	\$5	none	\$3,644	60 cents for year ended 31.5.04	8 1/2 %	\$7 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$750,000		\$1 div. and 35 cents bonus for half year ended 30.9.1904	10 %	\$4 buyers
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 413	\$2 for second half year 1903	6 1/2 %	\$150 sales
Tientsin Waterworks Company, Limited	4,000	Tls. 100	Tls. 100	none	Tls. 667	\$1 div. and 35 cents bonus for half year ended 30.9.1904	6 1/2 %	\$41 sales
United Asbestos Oriental Agency, Limited	9,000	Tls. 100	Tls. 100	none	Tls. 667	Tls. 2 for half year		Tls. 100
Do. (Founders)	100	\$10	\$10	\$20,000	\$480	Final of Tls. 4 making Tls. 8 for 1903/4	6 1/2 %	T.Tls. 130
Wafkins, Limited	10,000	\$10	\$10	\$4,802	\$1,042	90 cents for year ended 31.5.1904	9 1/2 %	\$9 buyers
William Powell, Limited	12,000	\$10	\$10	\$3,000	\$588	\$1 for 1903	16 1/2 %	\$180 buyers
						Final of 70 cts. making \$1.20 for the year ending 30.6.1904	9 1/2 %	\$8 1/2 sellers